U.S. Department of Transportation

Bureau of Transportation Statistics

Transportation Indicators –Highlights–

This summary provides highlights from *Transportation Indicators*, a monthly report developed by the Bureau of Transportation Statistics (BTS) of the U.S. Department of Transportation (DOT). The full report contains over 90 indicators, and is updated each month on the BTS website (www.bts.gov). The table of contents for the full report is provided at the back of the highlights.

The indicators fall under two broad categories: those that provide context about the economy and society in which transportation functions, and those that convey information about an aspect of transportation. To the extent possible, these latter indicators are transportation-wide in scope; however, some apply to only part of the transportation system.

BTS would like feedback about this summary or the full report. Please send comments to:

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October 2001

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Public expenditures on construction of highways and streets fell nearly 10 percent from July to August 2001.	6
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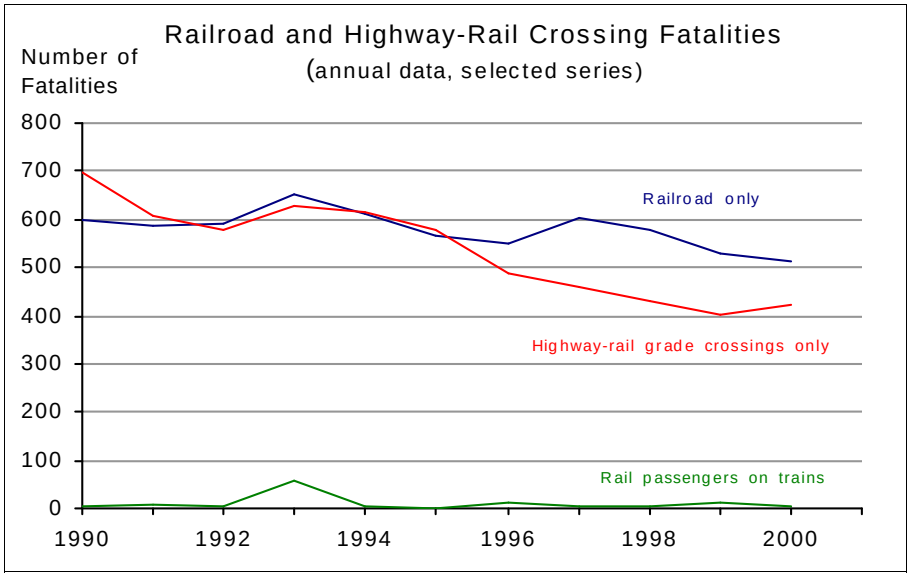
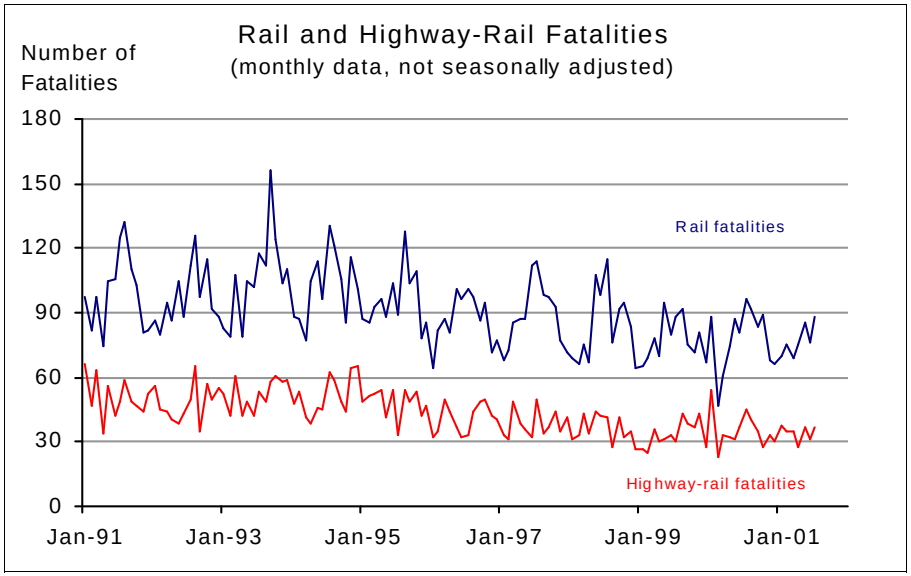
The validity of these statements has not been statistically tested. BTS is designing a statistical monitoring process in order to apply statistical quality control techniques to the indicators data.

RAILROAD AND HIGHWAY-RAIL CROSSING FATALITIES



Rail-Related Fatalities	1999	2000
Railroad only total	530	512
Percent change from previous year	*-8.15*	*-3.40*
Grade crossing total	402	425
Percent change from previous year	*-6.73*	*5.72*
Passengers on trains	14	4
Percent change from previous year	*250.00*	*-71.43*

NOTE: "Rail passengers on trains" includes fatalities in both highway-rail grade crossings and non-grade crossing accidents. "Railroad only total" includes passengers on trains killed in nongrade crossing accidents. It also includes railroad workers (including contractors), other nontrespassers, and trespassers killed in train accidents, whether on or off the train, except at grade crossings. Data include both freight and passenger railroad operations.

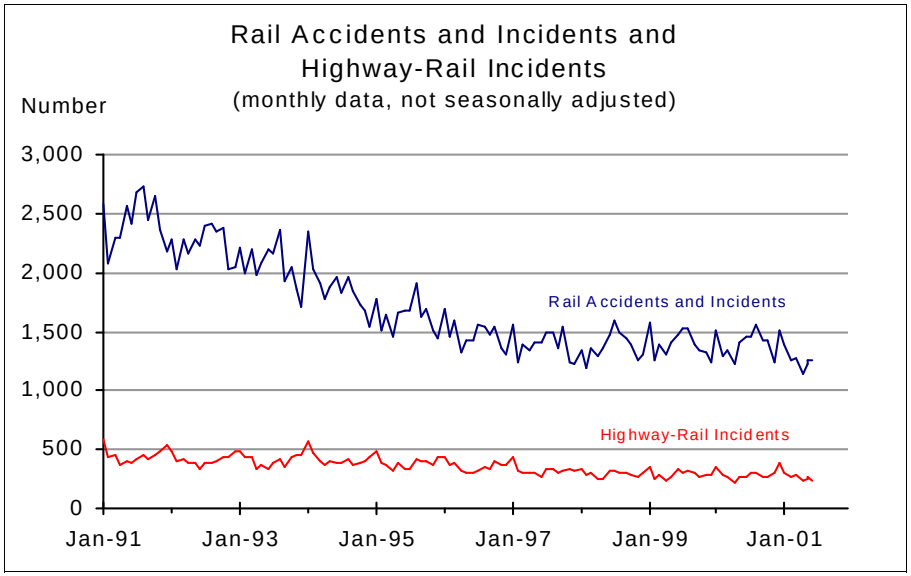


Railroad	Jul-00	Jul-01
Rail Fatalities	96	88
Percent change from same month previous year	*9.09*	*-8.33*
Highway-Rail Fatalities	45	37
Percent change from same month previous year	*50.00*	*-17.78*

SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety, available at: http://safetydata.fra.dot.gov/officeofsafety

In most years, the overwhelming majority of people killed in train accidents are outside the train. Many are occupants of highway vehicles, pedestrians, or bystanders at highway-rail grade crossings. Railroad workers and others on railroad property (including trespassers) account for most other rail-related fatalities.

RAIL ACCIDENTS AND INCIDENTS



Rail accidents and incidents include any collision between railroad on-track equipment and other vehicles or pedestrians at grade crossings; any event involving operation of railroad on-track equipment that results in damages to railroad property; and any event arising from railroad operations that results in death or injury, or, in the case of railroad employees, an occupational illness.

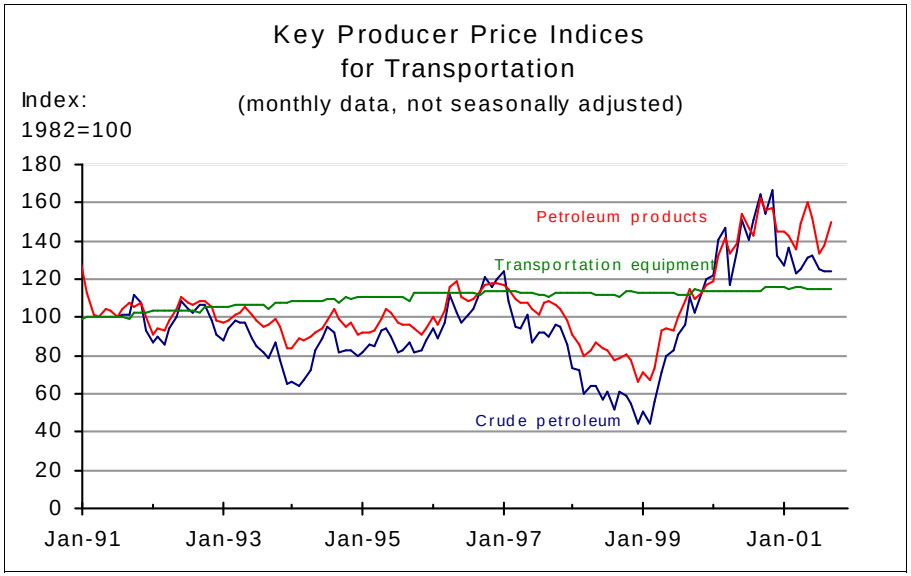
Railroad	Jul-00	Jul-01
Rail accidents and incidents	1,450	1,264
Percent change from same month previous year	*-5.17*	*-12.83*
Highway-Rail Incidents	299	239
Percent change from same month previous year	*0.67*	*-20.07*

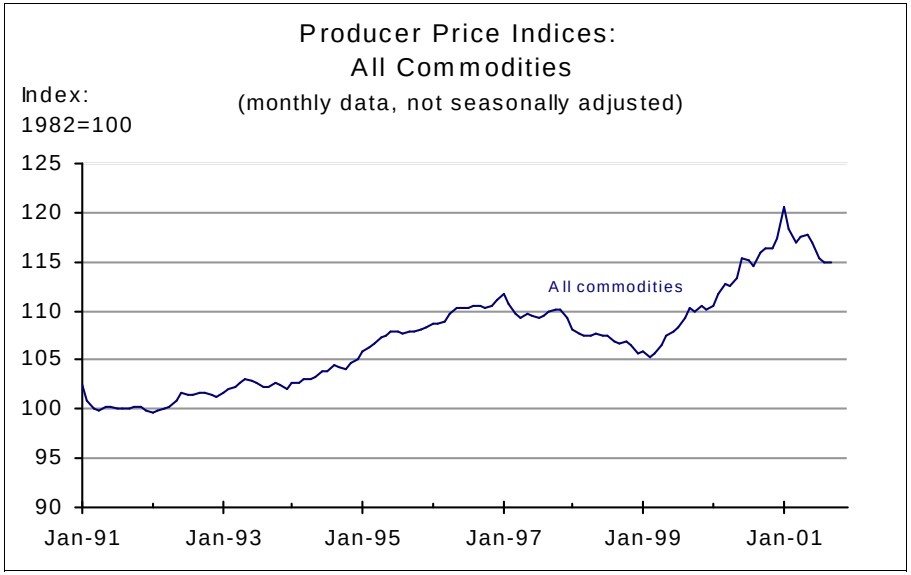
NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

Accidents and incidents differ by the extent, in dollars, of the property damage resulting from the event.

SOURCE: U.S. Department of Transportation, Federal Railroad Administration, Office of Safety, available at: http://safetydata.fra.dot.gov/officeofsafety

PRODUCER PRICES OF KEY TRANSPORTATION INPUTS





Price Index (1982=100)	Sep-00	Sep-01
Petroleum products	161.9	150.2
Percent change from same month previous year	*41.38*	*-7.22*
Crude Petroleum	164.2	124.6
Percent change from same month previous year	*48.70*	*-24.13*
All commodities	116.0	114.9
Percent change from same month previous year	*5.23*	*-0.97*
Transportation equipment	113.7	115.0
Percent change from same month previous year	*2.00*	*1.19*

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

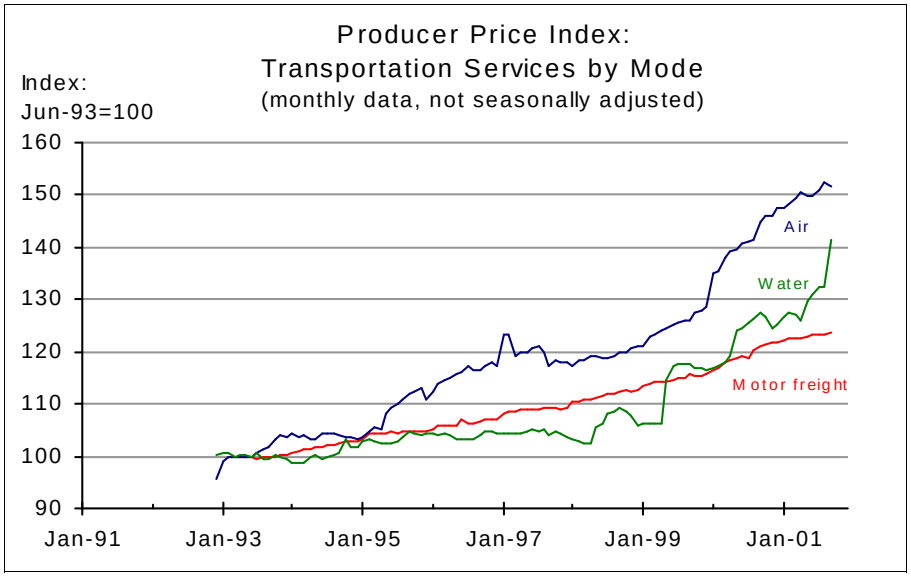
Data from June 2001 to September 2001 are preliminary. A more complete description of producer prices is given in Chapter 14 of the *BLS Handbook of Methods*, available at: http://www.bls.gov/opub/hom/homch14_e.htm.

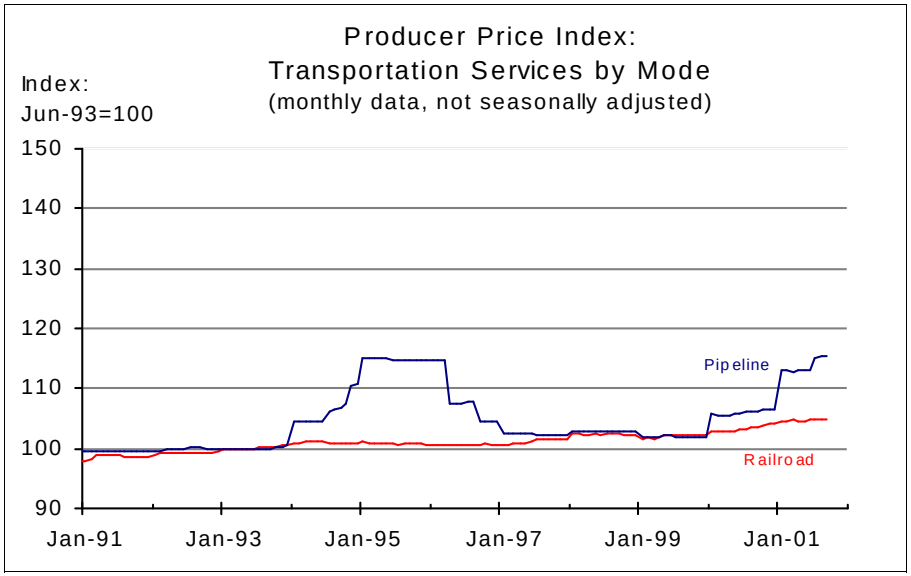
SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, available at: http://www.bls.gov/ppihome.htm.

Producer prices are those charged for the output of firms in a particular industry, or by all firms, regardless of industrial classification, for a particular commodity. These prices exclude markups at later stages of processing and the retail level. Producer prices reflect prices charged to anyone purchasing directly from the firm, including consumers, when the firm also serves as a retailer.

Changes in producer prices for transportation inputs suggest the direction of future costs for providing transportation services. Motor vehicle prices are strongly seasonal, declining as the model year culminates each September.

PRODUCER PRICES OF FOR-HIRE TRANSPORTATION SERVICES





Price Index (Jun-93=100)	Sep-00	Sep-01
Air transportation	145.0	151.8
Percent change from same month previous year	*14.95*	*4.69*
Water transportation	127.4	141.3
Percent change from same month previous year	*8.27*	*10.94*
Motor freight transportation and warehousing	121.2	123.6
Percent change from same month previous year	*4.66*	*1.98*
Pipelines, excluding natural gas	106.1	115.3
Percent change from same month previous year	*4.17*	*8.69*
Railroad transportation	103.5	105.0
Percent change from same month previous year	*1.24*	*1.39*

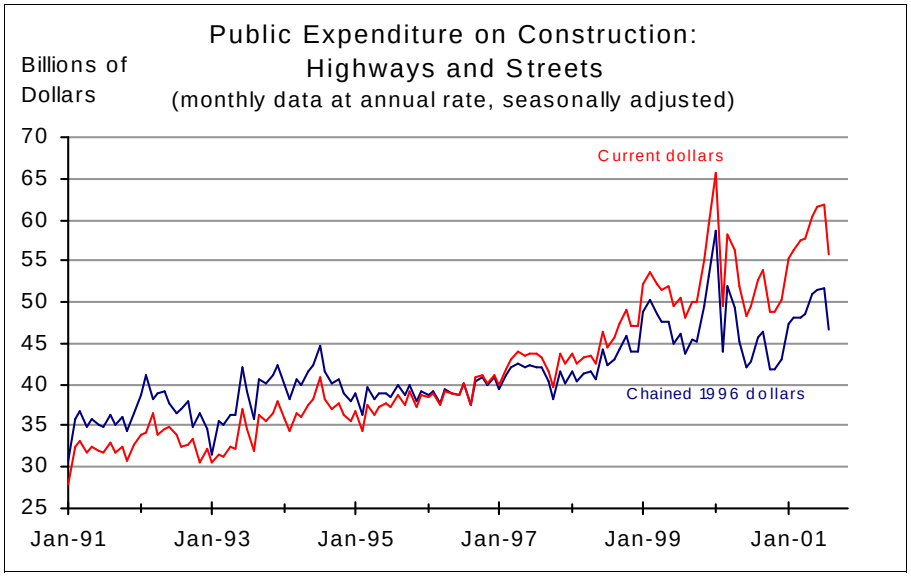
NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

Data from June 2001 to September 2001 are preliminary. The original data for the indices in this table have different base periods. For comparability, the indices have been adjusted to have a common base period (1993).

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, available at: http://www.bls.gov/ppihome.htm?H3

Producer prices reflect prices charged to anyone, including consumers when the firm also serves as a retailer. Actual prices to users of transportation services will differ due to substitution between domestic and foreign markets, and substitution between user-and market-provided services.

PUBLIC EXPENDITURES ON CONSTRUCTION OF HIGHWAYS AND STREETS



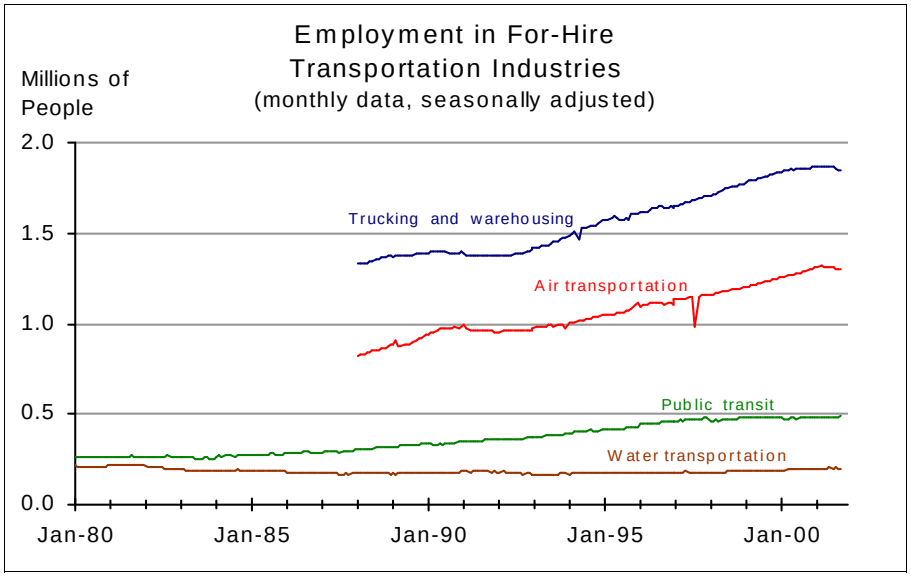
Highways and streets are the largest component of public transportation infrastructure spending.

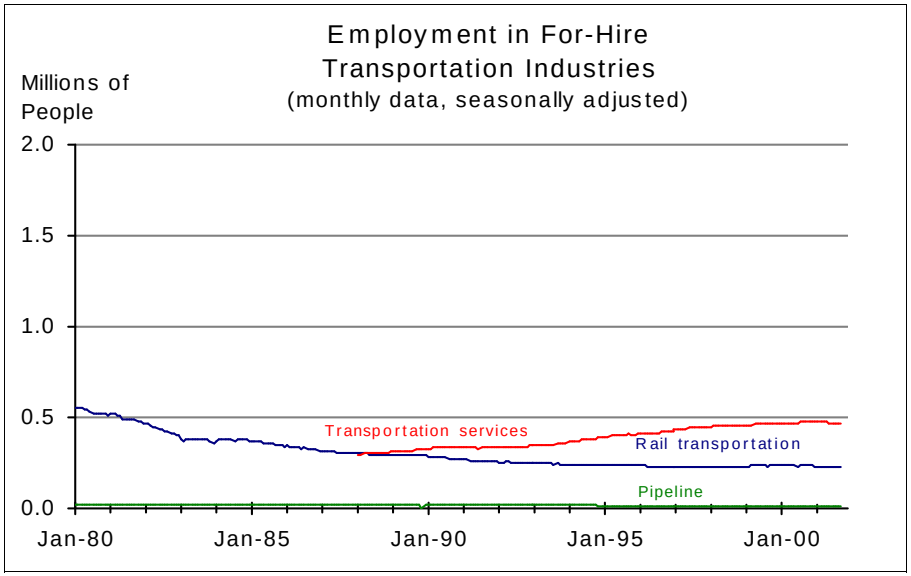
Public Expenditure on Construction	Jul-01	Aug-01
Highways and streets (billions of current dollars)	61.76	55.79
Percent change from previous month	*0.36*	*-9.66*
Highways and streets (billions of chained 1996 dollars)	51.77	46.77
Percent change from previous month	*0.62*	*-9.66*

NOTE: The data has changed due to new Census Bureau estimating methodologies. Questions can be directed to Mike Davis, 301-457-1605.

SOURCE: U.S. Department of Commerce, Bureau of the Census, available at: http://www.census.gov/pub/const/C30/c30curtb.html.

FOR-HIRE TRANSPORTATION EMPLOYMENT



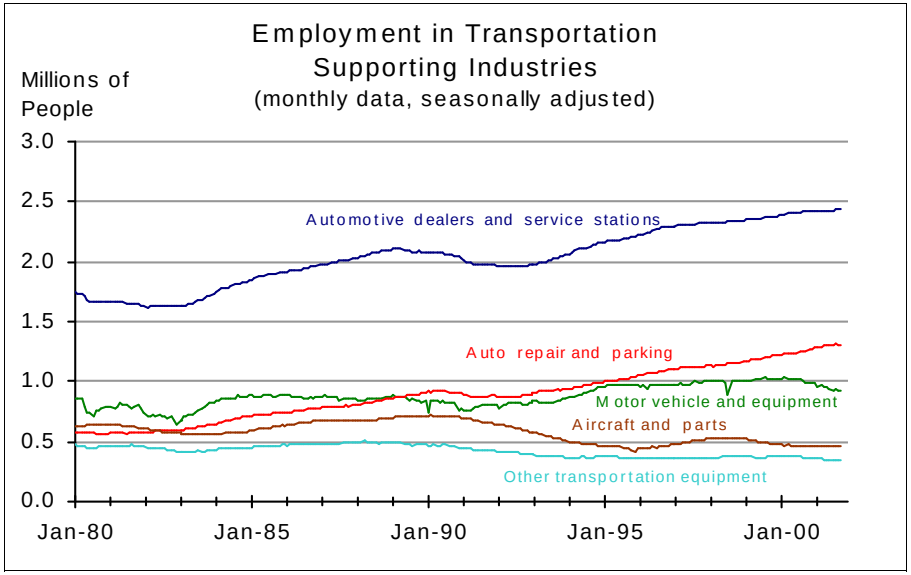


Employment in For-Hire Transportation Industries (thousands)	Aug-01	Sep-01
Trucking and warehousing	1,844	1,843
Percent change from previous month	*-1.02*	*-0.05*
Air transportation	1,303	1,297
Percent change from previous month	*-0.08*	*-0.46*
Public transit	486	491
Percent change from previous month	*0.21*	*1.03*
Transportation services	463	463
Percent change from previous month	*-0.64*	*0.00*
Rail transportation	226	227
Percent change from previous month	*0.00*	*0.44*
Water transportation	199	201
Percent change from previous month	*-1.97*	*1.01*
Pipeline	14	14
Percent change from previous month	*0.00*	*0.00*

NOTE: For-hire transportation includes establishments providing passenger and freight transportation and related services on a fee basis to the general public or other business enterprises. For-hire does not include in-house transportation establishments within nontransportation enterprises, which provide transportation services for the enterprises' own use.

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, Employment Status of Civilian Population by sex and age ("A" Tables) and Employees on nonfarm payrolls by industry ("B" Tables), available at: http://www.bls.gov/cpsatabs.htm.

TRANSPORTATION SUPPORTING INDUSTRY EMPLOYMENT

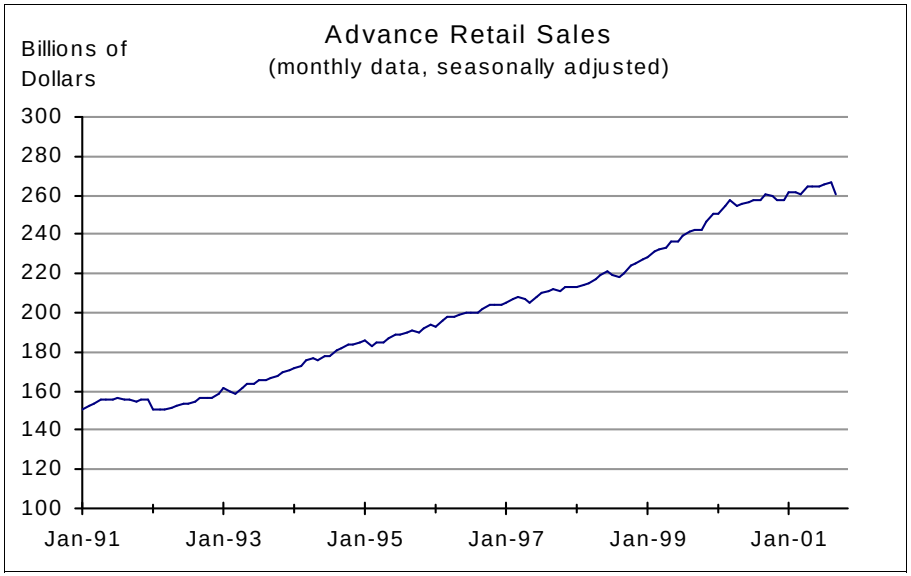


Employment in transportation supporting industries accounts for over half of total transportation-related industry employment. Automotive dealers and service stations employ the most people among transportation supporting industries. Employment of automotive dealers and service stations decreased 0.08 percent in September 2001. At the same time, employment of motor vehicle and equipment manufacturing experienced a decrease of 1.08 percent.

Employment in Transportation Supporting Industries (thousands)	Aug-01	Sep-01
Auto dealers and service stations	2,441	2,439
Percent change from previous month	*0.25*	*-0.08*
Auto repair and parking	1,308	1,307
Percent change from previous month	*-0.30*	*-0.08*
Motor vehicle and equipment manufacturing	928	918
Percent change from previous month	*-0.85*	*-1.08*
Aircraft and parts manufacturing	465	466
Percent change from previous month	*-0.21*	*0.22*
Other transportation equipment manufacturing	354	352
Percent change from previous month	*1.14*	*-0.56*

SOURCE: U.S. Department of Labor, Bureau of Labor Statistics, Employment Status of Civilian Population by sex and age ("A" Tables) and Employees on nonfarm payrolls by industry ("B" Tables), available at: http://www.bls.gov/cpsatabs.htm.

RETAIL SALES AND TRANSPORTATION DEMAND



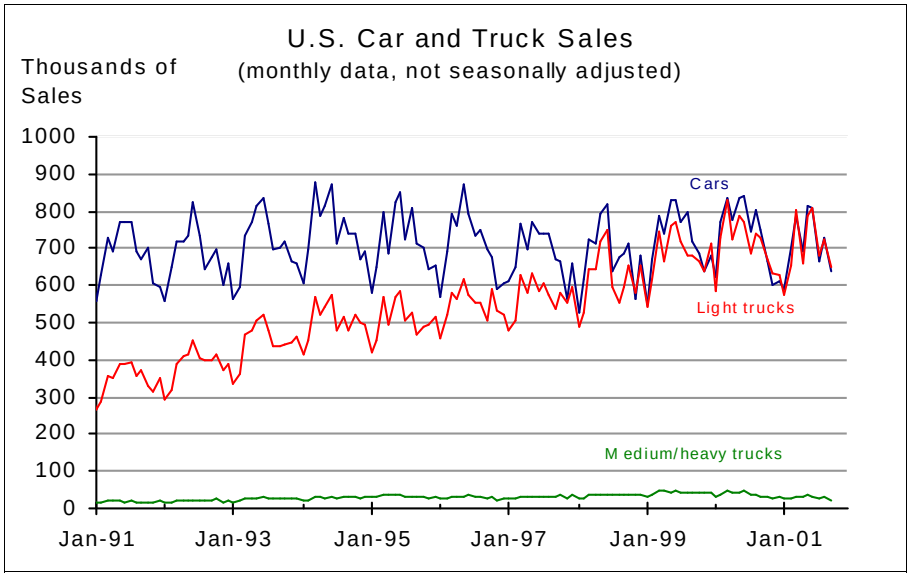
Advance retail sales are a leading indicator of retailers' sales expectations and may suggest future demand for commercial transportation services. Retail stores may require faster and more reliable delivery of shipments as consumer demand increases and inventories are maintained at lower levels.

Advance Retail Sales	Aug-01	Sep-01
Advance retail sales (millions of dollars)	266,201	260,660
Percent change from previous month	*0.34*	*-2.08*

NOTE: Advance retail sales are advance estimates of monthly retail trade produced by the Bureau of the Census. The advance estimates are based on a small subsample of the Census Bureau's full retail sales sample.

SOURCE: U.S. Department of Commerce, Bureau of the Census, Economic Briefing Room, as of Sept. 14, 2001, available at: http://www.whitehouse.gov/fsbr/esbr.html.

RETAIL SALES OF MOTOR VEHICLES



Car and truck sales can be seen as an indicator of future demands to be placed on transportation infrastructure. Trends in sales for particular types of vehicles may also have implications for safety, energy usage, air pollution, and other matters. For example, the sale of light trucks has grown to almost match the level of car sales in recent years.

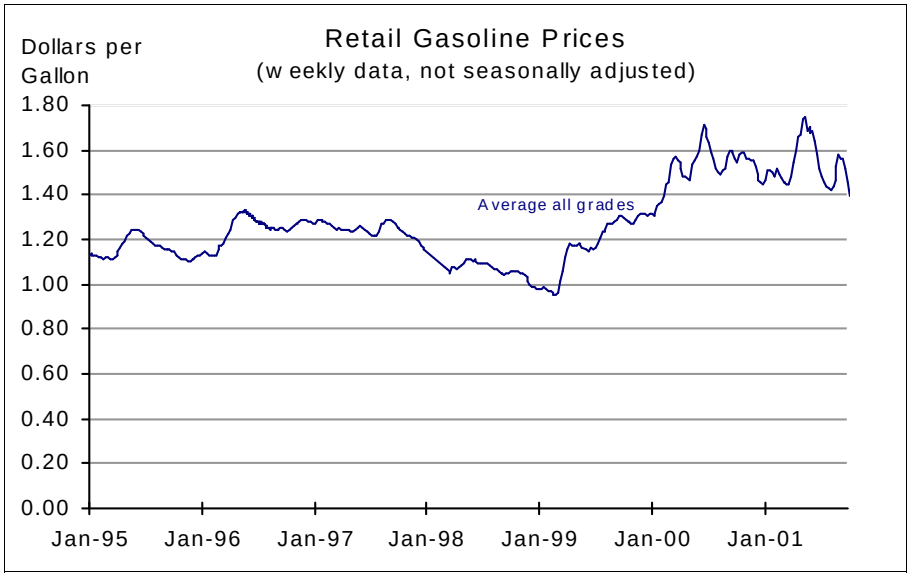
U.S. Car and Truck Sales	Sep-00	Sep-01
Light trucks	726,505	648,904
Percent change from same month previous year	*6.48*	*-10.68*
Cars	747,947	640,215
Percent change from same month previous year	*4.48*	*-14.40*
Medium/heavy trucks	31,859	23,428
Percent change from same month previous year	*-28.05*	*-26.46*

NOTES: The current value is compared to the value from the same period in the previous year to account for seasonality.

Light trucks include pickup trucks, sport utility vehicles, vans, and minivans.

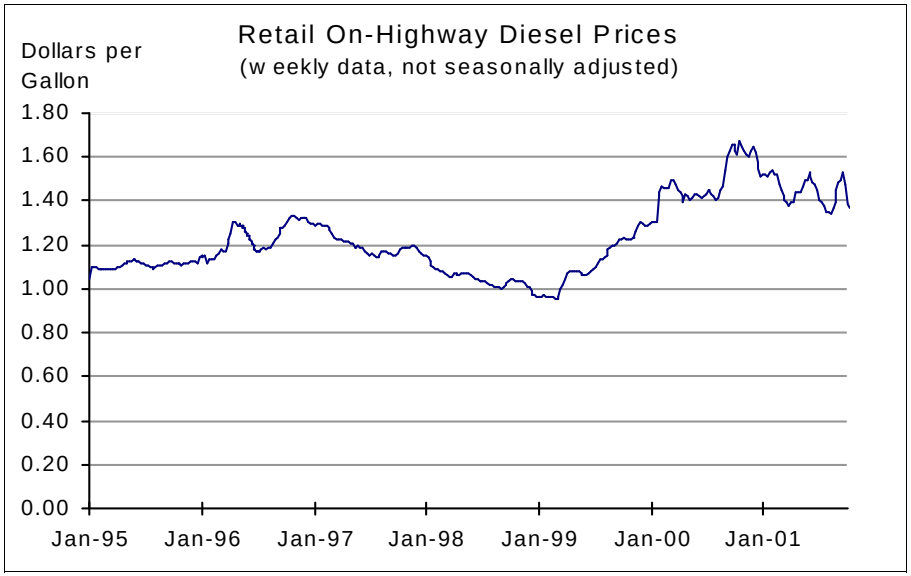
SOURCE: Lisa Smith, Ward's AutoInfoBank, 3000 Town Center Drive, Southfield, Michigan 48075.

MOTOR FUEL PRICES



Retail Gas Prices	8-Oct-01	15-Oct-01
Average all grades (dollars/gallon)	1.393	1.351
Percent change from previous week	*-4.26*	*-3.02*

SOURCE: U.S. Department of Energy, Energy Information Administration, Weekly Retail Gasoline Prices, as of October 16, 2001, available at: http://www.eia.doe.gov/oil_gas/petroleum



Retail On-Highway Diesel Prices	8-Oct-01	15-Oct-01
Retail on-highway diesel prices (dollars/gallon)	1.371	1.353
Percent change from previous week	*-1.37*	*-1.31*

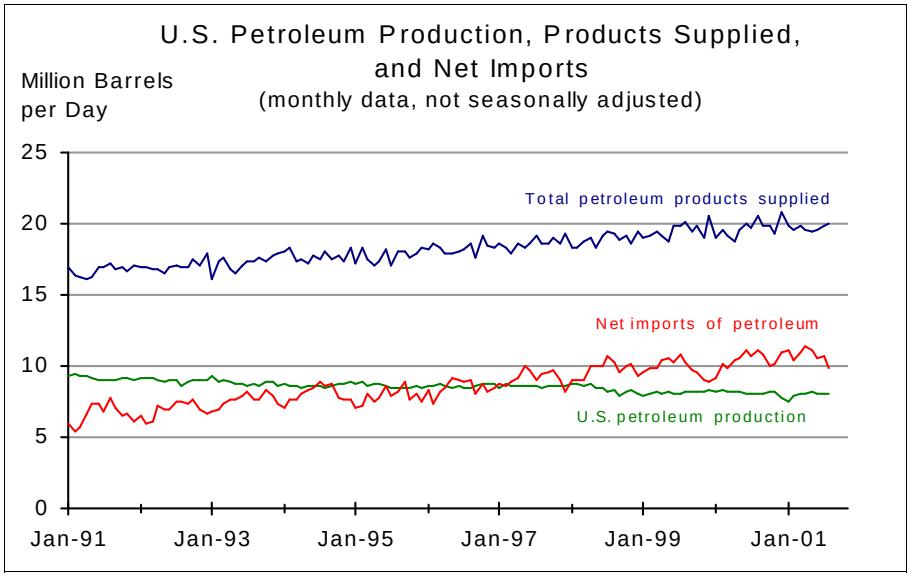
SOURCE: U.S. Department of Energy, Energy Information Administration, Weekly On-Highway Diesel Prices , as of October 16, 2001, available at: http://www.eia.doe.gov/oil_gas/petroleum.

Motor fuel prices are an important cost component of highway transportation. Changes in motor fuel prices impact the behavior of both producers and consumers, and affect the demand for transportation in terms of level and modal mix.

In the United States, motor gasoline prices follow world crude oil prices more closely than motor diesel prices. Changes in motor fuel prices affect the profit margin of transportation firms, particularly trucking firms.

There are regional differences in motor fuel prices, as the following maps illustrate.

U.S. DEPENDENCE ON OIL IMPORTS



The United States now imports more petroleum than it produces domestically. U.S. dependence on foreign sources for a product of such critical importance to the U.S. economy and society has prompted national security concerns.

NOTE: Petroleum products supplied is a proxy for consumption.

Total Petroleum Products Supplied	Aug-00	Aug-01
Total (thousand barrels per day)	20,496	19,993
Percent change from same month previous year	*2.01*	*-2.45*

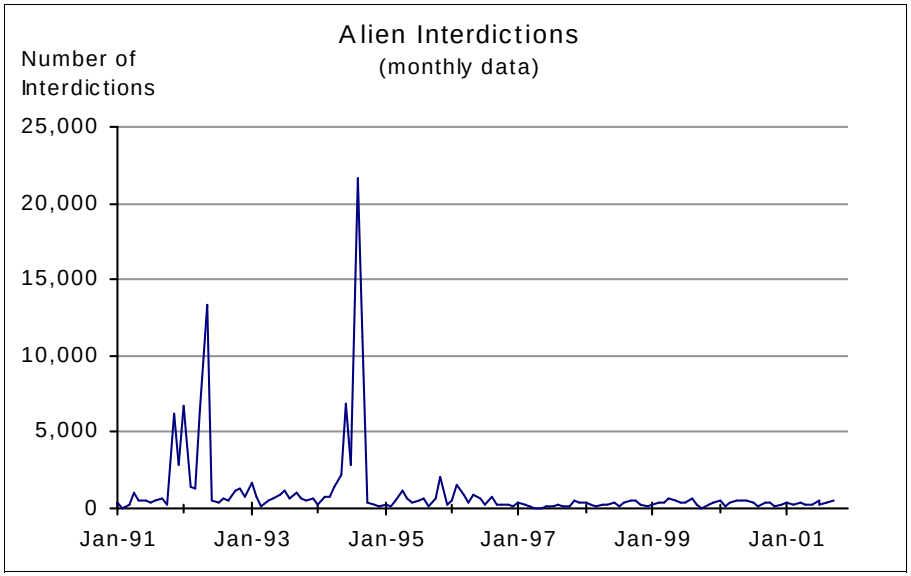
Net Petroleum Imports	Aug-00	Aug-01
Total (thousand barrels per day)	11,099	9,799
Percent change from same month previous year	*8.39*	*-11.71*

U.S. Petroleum Production	Aug-00	Aug-01
Total (thousand barrels per day)	8,117	8,084
Percent change from same month previous year	*-1.04*	*-0.41*

NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

SOURCE: U.S. Department of Energy, Energy Information Administration, *Monthly Energy Review*, September 2001, Available at: http://www.eia.doe.gov/mer.

INTERDICTIONS OF ILLEGAL ALIENS



Alien Interdictions	Sep-00	Sep-01
Total	333	469
Percent change from previous year	*14.04*	*40.84*

NOTE: The current value is compared to the value from the same period in the previous year to account for seasonality.

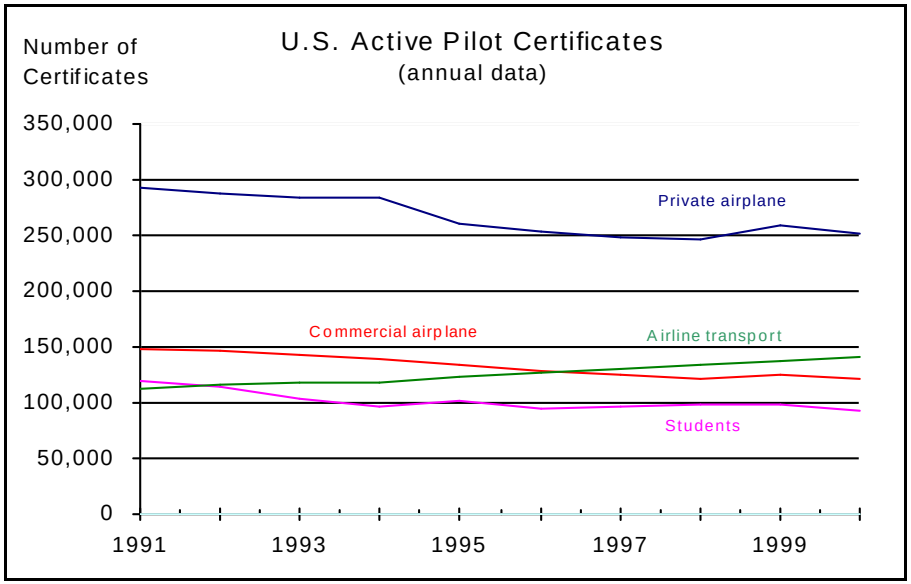
SOURCE: U.S. Department of Transportation, U.S. Coast Guard, Office of Law Enforcement, available at: http://www.uscg.mil/hq/g-o/g-opl/mle/amiostats1.htm.

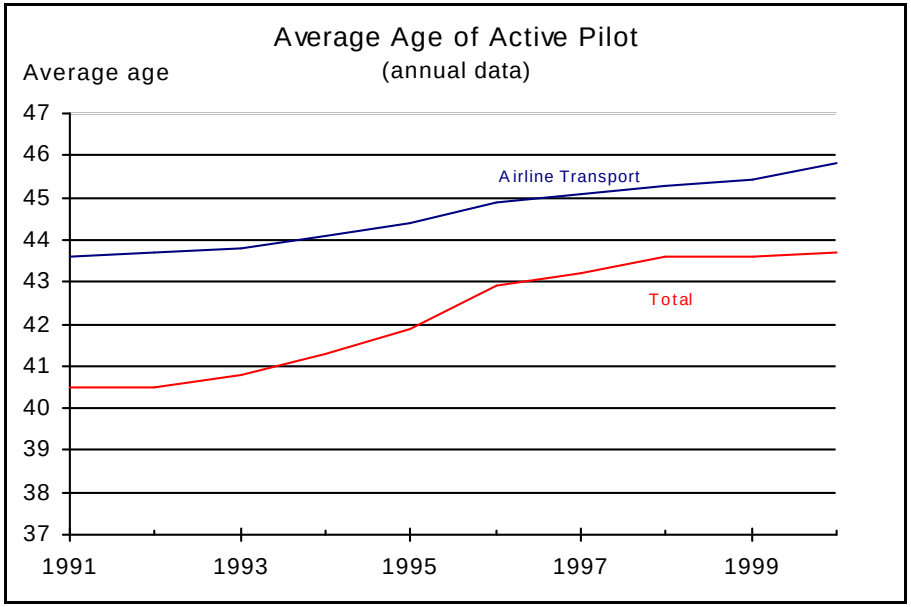
In recent years, most interdictions have involved people from Haiti, the People's Republic of China (PRC), the Dominican Republic, and Cuba. Recently, many interdictions have occurred in the Guam region. Guam is a gateway to the continental U.S. from the PRC.

NOTE: In May 1992, there were 13,103 Haitian interdictions. In August 1994, there were 21,300 Cuban interdictions.

Interdiction– the interception and stopping of illegal aliens attempting to enter the United States (in this case by water or air).

U.S. Active Pilots





Number of Active Pilot Certificates	1999	2000
Private Airplane	258,749	251,561
Percent change from previous year	*4.66*	*-2.78*
Airline Transport	137,642	141,596
Percent change from previous year	*2.25*	*2.87*
Commercial Airplane	124,261	121,858
Percent change from previous year	*1.81*	*-1.93*
Students	97,359	93,064
Percent change from previous year	*-0.39*	*-4.41*

Average Age of U.S. Pilots	1999	2000
Airline Transport	45.4	45.8
Percent change from previous year	*0.22*	*0.88*
Total Pilots	43.6	43.7
Percent change from previous year	*0*	*0.23*

SOURCE: U.S. Department of Transportation, Federal Aviation Administration, Aviation Policy and Plans, available at: http//www.api.faa.gov/civilair/Doclist.asp?ID=33

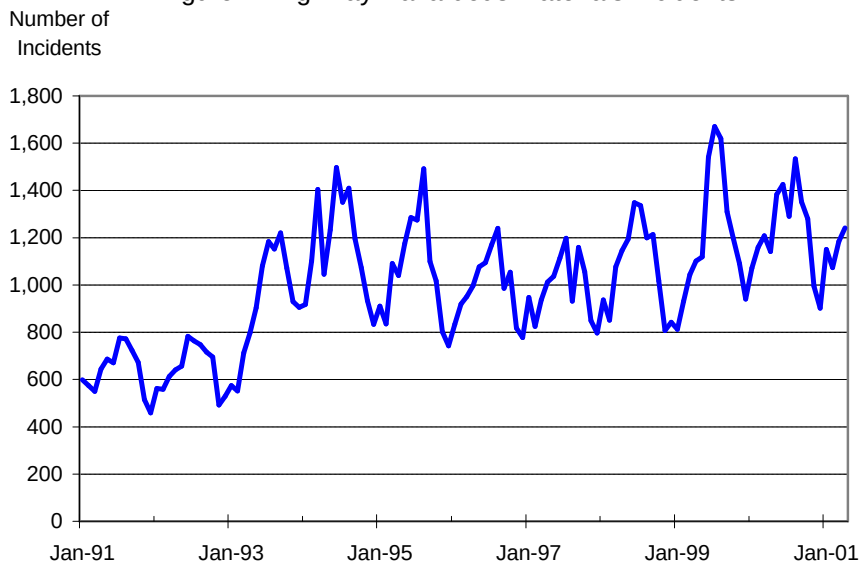
NOTES: Airline Transport pilot– for aircraft engaged in air carrier service.
Commercial airplane pilot– for aircraft carrying passengers for compensation or hire or for aircraft that is being operated for compensation or hire.
Private airplane pilot– may not as as pilot-in-command of a/c that is carrying passengers for compensation or hire nor act as pilot-in-command in an a/c operated for compensation or hire.

AN ANALYSIS OF HIGHWAY HAZARDOUS MATERIALS INCIDENTS

The hazardous materials transportation safety program relies on the Department of Transportation's Hazardous Materials Incident Report to gather basic information on incidents that occur during transportation and that meet specified criteria as required in the Federal hazardous materials transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials.

An 'incident' is reported if there is any unintentional release of hazardous material while in transportation, which includes loading, unloading and temporary storage. Since most reported incidents occur on the highways, the highway hazardous material incidents were selected as a focus of study. Figure 1 illustrates the monthly hazardous materials incidents experienced on highways for the past decade.

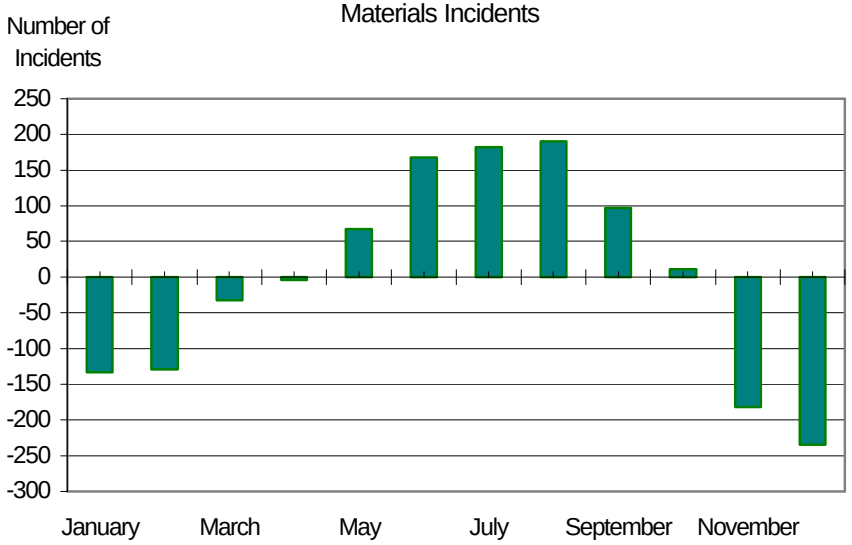
Figure 1. Highway Hazardous Materials Incidents



An initial examination of the data displayed in Figure 1 shows some degree of an increase of the number of incidents. But does this indicate a continuing increase, or rather a shift upwards to achieve a new stable level of incidents in the long run? To first answer this question, the seasonal component needs to be removed.

As is true for most transportation data, the highway incidents exhibit strong seasonal variation. Decomposition of the time series data provides a means for viewing the long-term behavior on the data separately from the seasonal component of the data. Analysis of the data revealed that the monthly seasonality is relatively consistent through the years; therefore, it is appropriate to average the same months over time to show the average monthly variation. Figure 2 provides the result of that analysis.

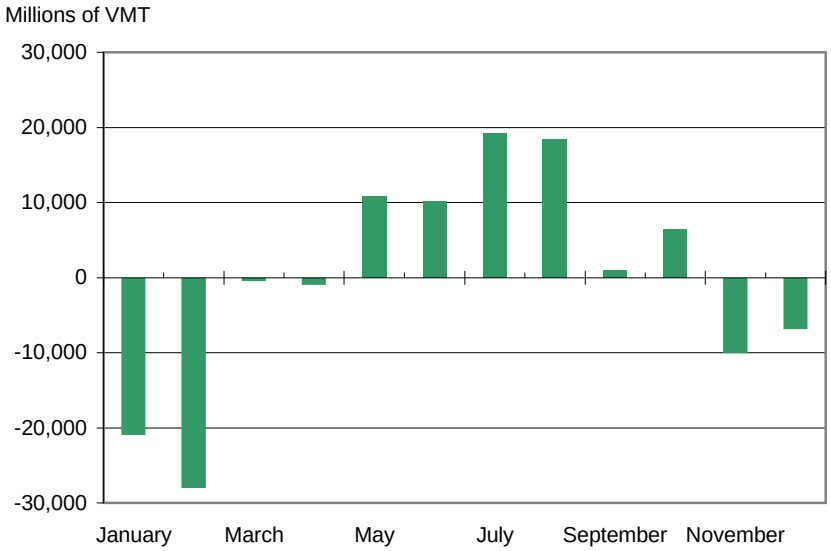
Figure 2. Monthly Seasonal Variation for Highway Hazardous Materials Incidents



The results in Figure 2 are not surprising; the summer months experience a higher than average number of incidents, whereas the winter months reflect a lower than average number of incidents. This seasonal pattern is similar to what was measured for highway VMT, or Vehicle Miles Traveled (see Transportation Indicators, September 2001, Special Section). The graph of the monthly seasonal variation for highway VMT is provided in Figure 3.

AN ANALYSIS OF HIGHWAY HAZARDOUS MATERIALS INCIDENTS (continued)

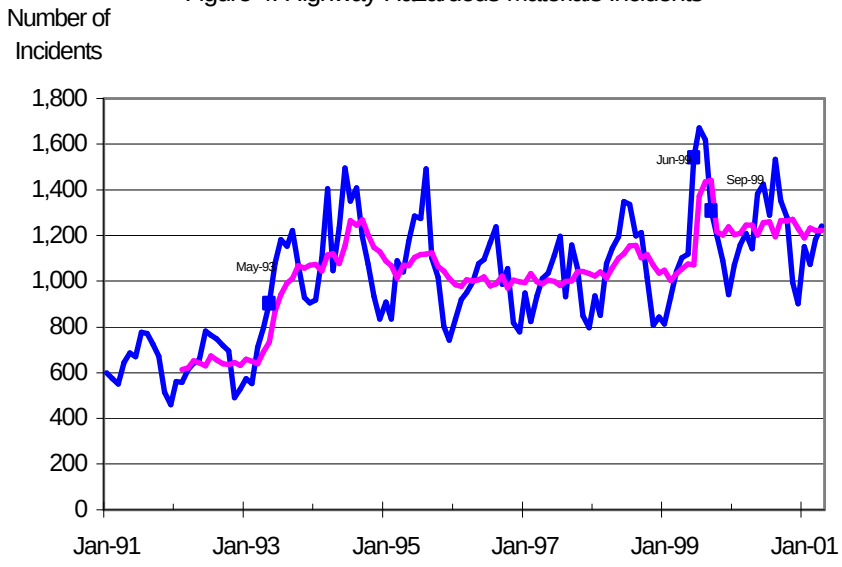
Figure 3. Monthly Seasonal Variation for Highway VMT



VMT exhibits the peaks in summer and the troughs in winter, but the winter low points occur more in January and February than in November and December (The low months for highway hazardous materials are November and December). Further research will be needed to explain this slight difference in seasonal patterns; one possible explanation might be that hazardous materials incidents generally involve freight movement, whereas highway VMT, as shown above, measures both passenger and freight movement.

The underlying trend of the data, which has been separated from the seasonal and irregular components, is now shown in Figure 4. The analysis of the trend does not point to a constant increase from one year to the next in that data. Rather, the data indicate a stable level from 1991 to mid-1993. A sharp increase occurs around May 1993, and then a new level is experienced through mid-1999. After a momentary spike from June to September 1999, a new level is reached for the remaining months.

Figure 4. Highway Hazardous Materials Incidents



Some of these pronounced shifts might be attributed to changes in reporting requirements. Beginning in April 1993, there was a sharp improvement in the reporting of incidents by small package carriers (possibly brought about by an OSHA action against one of the top carriers). This could be the explanation for the first shift upwards around May 1993. At present, we do not have an explanation for the increase that occurred in 1999. Intrastate motor carriers were required to start reporting incidents in October 1998, but the number of incidents from these small carriers does not appear to be great enough to cause the shift experienced in 1999. Additional research will be needed to specify a potential cause for such a change.

The resultant trendline for hazardous materials incidents on highway, displayed in Figure 4, is also shown in the main body of this report (page 18). This trendline will be updated monthly as new data arrive. Similar analyses will be performed on additional indicators throughout the year.

The following indicators can be found at www.bts.gov. Indicators in italics are new in this month's report.

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